



**RESPONSE UNDER 37 C.F.R. § 1.116
EXPEDITED PROCEDURE - EXAMINING GROUP 1740**

PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant : Martin T. Pearson
Application No. : 10/017,470
Confirmation No. : 5265
Filed : December 14, 2001
For : METHOD AND APPARATUS FOR CONTROLLING VOLTAGE
FROM A FUEL CELL SYSTEM

OK TO
ENTER
JFC 8/24/04

Examiner : Gregg Cantelmo
Art Unit : 1745
Docket No. : 130109.436
Date : August 16, 2004

Mail Stop AF
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

RESPONSE/AMENDMENT UNDER 37 CFR 1.116

Commissioner for Patents:

In response to the Final Office Action dated June 16, 2004, please amend the application as follows:

Amendments to the Claims are reflected in the listing of claims which begins on page 2 of this paper.

Remarks/Arguments begin on page 6 of this paper.

This listing of claims will replace all prior versions, and listings, of claims in the application:

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Listing of Claims:

1-57. (Canceled)

MC
8/24/04

58. (Original) A fuel cell system for providing power to a load, comprising:

a voltage bus;

a first fuel cell stack having a number of fuel cells electrically couplable across the voltage bus;

a first battery having a number of battery cells electrically couplable in parallel across the first fuel cell stack on the voltage bus;

a first reactant delivery system for delivering reactant to the fuel cells of the first fuel cell stack, the first reactant delivery system including at least a first control element adjustable to control a partial pressure in a flow of a reactant to at least some of the fuel cells of the first fuel cell stack;

a first control circuit coupled to receive signals corresponding to an operating condition of the first battery and configured to determine a deviation of the operating condition of the first battery from a desired operational condition of the first battery based on the received signals, the first control circuit further coupled to control the at least first control element based on the determined deviation;

a second fuel cell stack having a number of fuel cells electrically couplable across the voltage bus;

a second battery having a number of battery cells electrically couplable in parallel across the second fuel cell stack on the voltage bus;

a second reactant delivery system for delivering reactant to the fuel cells of the second fuel cell stack, the second reactant delivery system including at least a second control